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Selected Poetry.

From the Charleston Courier.

THE FLORIDA EXPRESS RIDER.

COME forth!—day is breaking, my trusty steed,
Come forth!—'tis a day that must try thy speed;
For I've far, far to ride, through the hammock green,
Where in ambush the red savage lies unseen,
Nor bramble, nor drift-sand must stay thy flight,
For my lash is keen, and my spur is bright,
And well thou dost know where the gash is laid,
When the sharp shot rings in cypress shade—
'Tis then thou dost bear on the foaming rein,
As I twist my hand in thy flowing mane,
And the tall palmetto, and mangrove drear,
We leave behind in our wild career,
As with lightning limb, o'er the sands ye fly,
For the barren plain and the open sky.
Oh! the music, no heart loves like my own,
Of thy bounding hoof in the forest lone;
I fright the dark wolf from his lazy pace,
And I start the red deer from his hiding place,
When the wild whoop tells me of danger near,
I crouch in my saddle, but not in fear,
For I know there's a hand that can always save,
Whilst a God watches over the young and brave.
'Tis mine to scatter the seeds of care
In the hearts and homes of the young and fair,
And I oft times think as I onward go,
Of the sources I carry of joy and woe—
Glad news for the maiden whose heart is bound,
To the soldier whose couch is the tented ground—
To the sister who blends with a brother's name
The honored meed, and the gilded fame—
But tidings, oh! sad for the mother's ear,
Her son hath been borne on a lowly bier
To an early grave in the wild wood dim,
Where the night bird croaks on the cypress limb—
Of thousands, I carry the joys and fears,
Though I never shall see their smiles or tears,
And when I speed up to the fortress gate,
Oh! what anxious faces around me wait;—
The gay youth grasps with a trembling hand,
The news of his love in a far off land—
The father looks on the sable seal,
With a wound at his heart no hope can heal;
His manly limbs, as with ague, shake,
Yet that warning seal he dares not break:
One single sentence may bring despair;—
His wife—his son—and his daughter fair;
He sees them all, as he saw them last,
But he knows that one from the earth has passed,
Yet he fears to learn which hope is dead,
Whose claim are the tears he so soon will shed—
And yet to this life do I joyous cling,
For I'm welcome whatever be the news I bring.
And I love—oh! I love when the full moon shines,
To fly 'neath the shade of the dark, tall pines,
Whilst the south wind that plays with my flowing hair,
Is not half so light as the heart I bear.
For I have a sister young and bright,
Who watches for me in that pale moon's light;—
When the tramp of my steed in the dark pass rings,
And is borne to her ear on the night wind's wings;
Bright heartfelt tears in her dark eyes beam,
As she flies to my arms with a joyous scream.
Oh! a life like mine—who'd lay it down,
For the idle pomp of the painted town?
Not I—not I—for I love too well,
In the heart of the forest green to dwell,
And I heed not the wide world, whatever it be,
For the wild wood is world enough for me.

Lieut. A. T. LEE, U. S. A.

TAMPA BAY, E. F., July, 1841.

MISCELLANY.

THE WOUNDED SEAMAN.—Those who are acquainted with the character of the thorough bred sailor, know that, notwithstanding his various apparent inconsistencies and vagaries, no class of men is more governed by method than seamen. With a true sailor every thing has its place, and there is a place for every thing—and with him, too, there is a time for every thing. On shore, he must have his spree. When wounded, he expects the attendance of the surgeon, and if his wound be mortal, he then expects the chaplain to fit him for that unknown voyage, upon which he is about to enter, and though he may not at other times give any heed to the exhortations of that functionary, he then makes his counsel the sheet anchor of his hopes. This he often does—not so much from the fear of death, or from the pangs of remorse, as because he deems it his duty, as a man and a seaman.

During the last war with Great Britain, a British barge was captured, by stratagem, at the mouth of Mystic river, in this county, by a party of militia men. Our publication, a few months since, of the incidents attending the capture, led the colonel of the regiment to which the captors belonged, to relate the following characteristic anecdote of a seaman, who was dangerously hurt in the affair.

It being found that one of the prisoners was severely wounded by a musket shot, he was carefully removed to an adjacent dwelling house, and the surgeon of the regiment sent for, who pronounced the man's recovery very doubtful: and that a certain operation, which could not be immediately performed, would decide his fate. He communicated his opinion to the prisoner, at his earnest request, and advised him to make his arrangements in view of a fatal result from the operation. The announcement of the surgeon produced visible distress and terror upon the mind of the unfortunate man, who desired to receive, in his extremity, the counsel and assistance of a clergyman. The chaplain of the regiment was at hand, and promptly waited on him. He was a pious and benevolent man, who deeply commiserated the fate of the wretched suppliant, and at once devoted himself to his solemn and momentous duties. He soon learned the simple history and character of the sufferer, who was an unsophisticated child of the ocean, who had no dark history of crime and remorse to reveal; but the events of whose life were almost all comprised in his account of the number of voyages he had made, and the ships he had belonged to; yet he was painfully impressed with the conviction that he was unprepared to die, and that some preparation was instantly required. The chaplain gently and earnestly directed his thoughts to that source from which alone the simple or the wise—the son of science, or of ignorance—the vain glorious philosopher, or the simple minded sailor, can draw hope and consolation in view of death, and pointing across the dark gulph which seemed yawning before him, presented to his mental vision that land of peace and forgiveness which is seen only by the penitent. The kind hearted and conscientious chaplain remained long on his errand of mercy, and was gratified in seeing the bitter fear of death give way to feelings of a less painful character, and at length to calm resignation. He fervently prayed for and with the wounded man, and after receiving from him some slight memorials for the few relatives or friends, who would be interested in his fate, left him to submit to the surgical operation.

which was to decide his mortal destiny, and from which little hope was entertained.

The next morning, at an early hour, the worthy chaplain repaired to the quarters of the wounded prisoner, with only a faint hope of seeing him alive; he found him weak and exhausted from past suffering, but free from pain, and his countenance beaming with placid joy. Gratified to find him in a frame of mind so peaceful, the chaplain pressed his hand, and asked him if he should pray with him. Cordially returning the pressure, he replied that he had no objection, but that the doctor said he was out of danger, and would get well, so that there was no occasion for him to put himself to inconvenience. Alas! what a picture of human nature is presented in the case of the poor wounded sailor. Have not you and I, gentle reader, been guilty of the same inconsistency?—*New London People's Advocate.*

COMPLIMENT TO GENERAL ARBUCKLE.

From the Little Rock, Ark. Gazette.

At a meeting of the citizens of Van Buren and its vicinity, held in the town of Van Buren, Ark., on Saturday, the 8th October, 1841, for the purpose of tendering to Gen. Matthew Arbuckle a public dinner, as a testimony of the esteem in which the citizens of Arkansas hold his military services while in the command of the United States forces on our Western frontier:

On motion of George W. Paschal, Esq., the Hon. James Woodsen Bates was called to the chair, and Andrew Campbell, Esq. appointed Secretary.

The object of the meeting being explained in a short address by Mr. Paschal, on motion, the Chairman appointed Col. Robert S. Gibson, Col. John Drennen, George W. Paschal, Esq., a committee of invitation to wait on Gen. Arbuckle; and, on motion, the Chairman was added to the committee of invitation. Captain David Bartly, Peter Hanger, Thomas Hazen, and Andrew Campbell, Esq., were then appointed a committee of arrangements to make the necessary preparations in the event of Gen. Arbuckle's acceptance.

Or motion the meeting then adjourned.

J. W. BATES, *Ch'n.*

A. CAMPBELL, *Sec'y.*

The following correspondence took place between the committee of invitation and Gen. Arbuckle.

VAN BUREN, ARK., 8th Oct., 1841.

TO GEN. MATTHEW ARBUCKLE.

SIR:—The undersigned have been this day appointed by a meeting of the citizens of Van Buren and its vicinity, a committee to solicit the honor of your company to a dinner to be given in the town of Van Buren, on Thursday, the 14th inst., as an expression of the high regard in which our citizens in common hold your military services while in command of our western frontier.

Permit us, sir, to express our hope that the early day designated for the meeting, may not occasion to our citizens a disappointment of participating with you in the festivities of the day, and thus of having an opportunity of expressing their high regard for one whose absence they cannot but deeply regret.

Be pleased, sir, to favor us with an early answer.

We are, with great respect, your obedient servants,

R. S. GIBSON,
JOHN DRENNEN,
GEO. W. PASCHAL,
JAS. W. BATES.

CRAWFORD COUNTY, Ark., Oct. 12th, 1841.

GENTLEMEN:—I had the honor last evening to receive your polite invitation (as a committee of the citizens of Van Buren and its vicinity,) to accept a public dinner on the 14th instant in testimony of the high regard they entertain for my military services on their frontier.

The approbation of so respectable a portion of the citizens of Arkansas, and of those, or many of them, that have had an opportunity of witnessing my conduct as the military commander on their border for nearly twenty years, is much more gratifying to my feelings than any reward that could be bestowed on me, and I therefore extremely regret that ill health and the present bad weather does not permit me to accept the kind invitation contained in your note of the 8th inst.

I beg, gentlemen, that you will assure the citizens of Van Buren of my high regard, and that you will accept for them and yourselves, my best wishes for your health and happiness.

I am, gentlemen, with sentiments of the highest esteem, your obedient servant,

M. ARBUCKLE,

Brig. Gen. U. S. Army.

To Messrs. R. S. GIBSON, JOHN DRENNEN, JAS. WOODSON BATES, GEORGE W. PASCHAL, Van Buren, Arkansas.

THE PRINCE DE JOINVILLE, in the prosecution of his tour to the interior of the continent, reached Port Huron (at the southern outlet of Lake Huron,) on the 16th ultimo. The Port Huron paper of the 23d says:

"The Prince de Joinville surprised the people here on Saturday last by his unexpected arrival in the steamboat Columbus. The threatening aspect of the weather induced a halt at Fort Gratiot, where the steamer remained all night. The Prince was received with 'all honors' by Maj Gardner, commander of the post. A salute was fired. The officers, in full dress, waited upon the Prince; the hospitalities of the post were tendered, and, so far as time, weather, and circumstances allowed, were accepted. His Royal Highness and suite visited the commanding officer at his quarters and, at his departure, expressed himself highly gratified at the official and personal respect shown him. This expression of gratification was not limited to the reception he met at Fort Gratiot, but was extended in a general way to the country at large through which he passed. Apart from kind attention extended by the King of France to Americans who visit the continent, the urbanity and courteous bearing of the Prince himself fully entitle him to all the respect he has received."

MAJOR GARDNER.—The same paper pays the annexed compliment to the excellent and valued officer of the army referred to in the preceding paragraph: "It is with unfeigned regret that we announce to our readers that Major Gardner's command is about to be withdrawn from this frontier. No commanding officer has ever been stationed at Fort Gratiot more deservedly popular and respected than Major Gardner. By his simple, yet dignified manners—his religious, yet unpretending, unostentatious influence, he has won a high place in the affections and respect of our citizens; and we entertain not a doubt that we speak the language of all, when we say we deeply regret that he is soon to be withdrawn."—*National Intelligencer.*

THE NAVY.—We publish in another part of to day's paper an article from the Army and Navy Chronicle, announcing the fact that the Navy Department has ordered the construction of two war steamers at each of the navy yards of Norfolk, Philadelphia and New York. Our readers will share with us in the gratification which this fact is calculated to impart, more especially as it may be regarded as an earnest of the intention of the present Head of the Department to carry out some effectual plan for the restoration of vigour and efficiency to that important arm of the national defence. We speak of a *restoration*—because the general impression is that the navy has not only failed to keep up with the progress of the country in commerce, wealth, and all other respects but that organized as it is upon a scale too inconsi-

derable, its efficiency even on that basis has become impaired, whether through a defective system of arrangements, or from want of energy at the head of control, we know not.

Of the various details which we have seen respecting the internal arrangements of the service we leave those to judge who are better qualified than we are. A strong and well appointed navy is what we wish to see—a navy commensurate with the greatness of the Republic—capable of protecting our commerce in the remotest seas—bearing the flag of the Union gallantly to every quarter of the world—and of being in itself a worthy representative of the free and mighty empire in whose name it goes forth. There is nothing for which the people would more cheerfully approve of large expenditures than for the increase and maintenance of a suitable navy. Profuse disbursements of money are condemned when, as has been the case, little or nothing can be shown as the result of such expense. But when money is paid for the means of national defence and for the promotion of the national honour—when it is transmuted into noble ships, with their armaments of strength and terror, ready to meet danger ere it reaches our shores, and able to sustain the stars and stripes amid the smoke and din of the fiercest encounters—in such case economy becomes something more than an affair of dollars and cents, and so it will be interpreted by the people of the United States.

The following exhibit of the comparative naval strength of England, France and the United States will demonstrate more clearly than words, the necessity that exists for an increase of our Navy:

	Foreign tonnage.	No. of merch. vessels.	No. of Vessels seamen.	of war.
England,	3,347,000	27,895	181,000	565
France,	647,000	5,391	35,000	350
United States,	2,000,000	16,666	108,000	68

France with a tonnage less than one third of ours, has five ships of war to our one; England with one third more tonnage has eight war ships to our one—and in this statement her armed steamers recently constructed are not included. She has of these some forty or more, and others are on the stocks, to be used as mail and packet steamers in time of peace, and to be converted at the first approach of war into armed ships ready for service.

The idea of a hostile collision with such a nation as Great Britain in the present weakness of our navy as compared with hers, is full of apprehension. How could our gallant tars sustain the terrible shock which with such an overwhelming force would come upon them? They would meet it bravely no doubt and fall like men—but what would be said of the Government that would expose them to such an unequal conflict?

There is a warm feeling alive on the subject of increasing the navy, and we believe the Government is disposed to enter into it actively and to some purpose. The recent establishment of the home squadron and the orders lately issued for the building of war steamers at several of the navy yards are fair tokens of an energetic movement. A more efficient interior organization is said to be wanted; and various details in the way of reformation are urged in different quarters. Let the determination to strengthen and maintain our naval force on a proper scale be once adopted and fixed as a principle of the national policy, and we can freely leave to the Government the subordinate arrangements which experience may direct to be instituted whether in the way of changing old forms or in the establishment of new ones.—*Baltimore American*, Oct. 23.

BOOK AND JOB PRINTING—of every variety and description, neatly and expeditiously executed, at the office of the Army and Navy Chronicle, opposite to the Navy Department.

COOPER'S HISTORY OF THE NAVY.—Mr. Cooper, who wrote the History of the Navy of the United States in two large volumes, has, from the general popularity of the work, been induced to abridge it into one large volume, which has been published by Messrs Thomas, Cowperthwaite & Co. of this city. It is printed on fair paper, with good type, and well bound in good old fashioned leather.

The work has been stripped of some of the heavy documents, and some of the remarks which tended to swell it; and the occasion has been used to correct certain errors of style, and a few of facts while at the same time, a continuous narrative is kept up, and nothing deducted from the full and interesting descriptions of the naval engagements. The general reader will find the volume admirably adapted for perusal or reference; but we wish to refer to it as a school book, for which we should think the author has some idea, when he abridged his first edition, though he does not say it. But this is the only work to which the young can turn for a continuous and correct account of the rise and progress of the American navy; and we hope that so important a branch of national history will be considered as of consequence enough to be introduced at once into our schools. The style is so flowing and agreeable, that the young folks will read it with pleasure, though we hope they will not thence fall in love with war. Had we been of council with Mr. Cooper in abridging his book, we should have recommended a series of questions for each page, so that the scholar should be called on to give a strict account of what he had studied.

We earnestly commend this volume to the consideration of school directors.—*United States Gazette*.

THE IRON LIGHTHOUSE.—This enormous tower, which for the last month has daily been seen rising from the ground within the walls of the manufactory of Messrs. Bramin and Robinson, of Belgrave-Place, Pimlico, has at length attained its maturity. It is (as we have already stated) intended to be placed on the Morant-point, on the western coast of the island of Jamaica. The height of the edifice from the foundation to the rock is 105 feet, fifteen of which will be sunk into the solid rock, and loaded in and out with rubble and concrete, which will give an entire security to it. The whole tower is formed of iron plates, one inch in thickness, and of these plates there are nine tiers, eleven plates at the bottom, and nine at the top; the whole are strongly bolted together with iron flanges, and when permanently fixed will also be cemented with iron cement, and thus, in effect, become one entire whole.

To reduce the heat in the interior, which the strength of a tropical sun acting on a building of metal only one inch in thickness would render unbearable, the whole will have an interior lining of slate, with an interval of one inch and a half between it and the iron, by which contrivance a current of air will constantly be in circulation over the whole. In the sides of the tower there are 24 windows; they are 14 inches by 10, and are glazed with thick ground glass. When the tower is erected on its final destination it will have a height of 90 feet to the gallery, on the platform of which there will be the lanterns. This is the workmanship of Mr. Deville, and is very ingeniously contrived; it is 10 feet in height, and has eight revolving lights, five of which are open, and the rest of cast iron. The diameter of the tower is 18 feet 6 inches at the base, and decreases at the top to 11 feet 6 inches. The entire weight of the whole fabric is exactly 1100 tons. It has been doubted whether it was necessary that it should be secured from the effects of lightning by the conducting rod, as the tower itself, from its altitude, its form the material of its fabrication, and insulated position, would in effect be a conductor; but a rod will be carried into the earth to convey the electric fluid, should it be struck by it.

It is a curious fact, that this lofty fabric was erected entirely without the aid of scaffolding, the expense of which, both here and on its final location in Jamaica, would have been considerable—at present it stands upon the ground, and merely rests upon a plane of temporary timber, etc. The manner in which this was effected is ingeniously simple—the lower plates were secured together, a cross-beam passed over them, from which a derrick and cradle (or windlass) were fixed; by this the second tier of plates were elevated, and thus continued till the whole were placed in a very short time, and very few hands were necessary to effect it. The entrance is elevated from the ground ten feet, and has a solid door of oak; it is reached by steps of iron. The expedition with which this tower has been completed has been like railroad speed—it is little over two months since the order was given for it. The whole expense, including the plan, the building, the passage over the Atlantic, and the erecting it over the promontory of Morant, will not exceed, we understand, £7,000. At the top, the platform is a square of 16 feet, which consequently projects over the sides; this is surrounded by a rail, three feet in height. Over the entrance is a large tablet of iron, supported by two small ones, and on them, in bas relief, are inscriptions stating the time of its construction.—*London Times*.

THE BRITISH NAVY.—It is some years since the business of naval preparation has been pressed forward with so much energy and activity in our dock yards, as it unquestionably is at this moment. At the outports and at Deptford, Woolwich, &c., shipwrights and armourers are in full employ. Naval stores and equipments of all kinds are being overhauled and supplied in every direction. But the greatest anxiety and bustle are occasioned by the large and simultaneous demands for seamen, under circumstances unusually favorable in respect of the terms proposed for their engagement. It is impossible not to regard these manifestations with intense solicitude, inasmuch as they too plainly bespeak anticipations on the part of our government, of the near approach of crisis which every good man, every reflecting well wisher to his country, must equally deplore, throughout the enormous expanse of two of the largest states in the world. At the same time, the very presumption that a great convulsion of our political relations is threatened, and that its advent may be immediate—instantaneous—supplies the most unanswerable argument to demonstrate the necessity for our being adequately prepared to encounter it whenever it may happen.—*London Morning Herald, Oct 20*.

AMERICAN INSTITUTE.—Yesterday being fixed upon for the reception of the Naval School of Brooklyn, they formed a procession consisting of 125 scholars with the necessary officers, and the band of the North Carolina.

They were arranged by their officers in the area of the Fair, and addressed by the President of the Institute.

General TALLMADGE said:—

"*Apprentices of the Naval School.*—The American Institute takes great pleasure in welcoming you to their Fair. You have privileges greater than most of our fellow citizens by being educated at the public charge in a profession which attracts the attention of our whole country. That country has a right to expect a return from you for its attention, and has a right to believe that you will fully discharge your duties in the hour of danger. Let land-lubbers boast of political importance, of heading Captain Tyler and the like, it is your duty to head off the enemies of your country. Take as your example the great men of your profession, men who from positions as humble as those you now fill, have raised themselves to eminence and filled the world with the glory of their acts. The

path of promotion is open before you. Remember ever that—

'Honor and shame from no condition rise,
Act well your part, there all the honor lies.'

"Obedience, implicit and unquestioned, should be your first rule. He who would learn to command must first learn to obey. By obeying your officers you will best be enabled to defend your flag. That flag which your country looks to you to protect, when you have become older, and have learned to bear it to glory and to triumph. That flag which your country expects you to hold aloft in its steady march upon the mountain wave—let it never suffer in your custody.

"When you have looked through the Fair, you will arrange yourselves here again, and return under charge of your officers. The American Institute wishes you all health and happiness, and is glad to see such a hearty set of youngsters among its visitors."

Three cheers were given by the school and joined in by the visitors. It was gratifying to see the spirit and life with which the lads went through the various rooms and the order and discipline which was observable in all their movements, showing the perfection of this system of education.—*New York Courier*.

Domestic Intelligence.

From the Savannah Georgian.

FLORIDA WAR.

By the steamer *Forester*, Capt. Clark, we yesterday received the St. Augustine Herald of Friday last.

The physicians of St Augustine contradict the report that has appeared in some papers of the prevalence of a malignant epidemic in that city.

In their publication they say—"That a few cases of violent congestive fever made their appearance in a certain limited portion of our city, produced by obvious local causes, is not denied. But when we assert on our own positive knowledge, that but eight deaths, from fever of every description, originating in the city, have occurred in the last twelve months, it is plain that no epidemic fever could have prevailed. Our population, by the late census, amounts to 2,800, and we doubt whether there is a town of half our population in the whole South in which mortality from fever has been so small during the same period.

The first death took place in August. Two more occurred in September, and five in the month of October—eight in all. Of these eight, four, at last, took place from neglect on the part of the patients to avail themselves of timely medical advice and one was a person of notoriously intemperate habits. At present here is not a case of fever within our corporate limits."

ST AUGUSTINE, Nov. 5.—There has been a heavy storm on the Southern coast of the peninsula, and seems to have been felt as far north as Tampa. At Key West the water came up into the streets, the inhabitants going about in canoes.

The storm at Punta-Rosa was tremendous. It commenced on the nineteenth of last month and prevailed from ten o'clock at night until three. The whole country was inundated. Four companies of soldiers were stationed there, and with other persons numbered about two hundred and fifty. They retreated to the highest spot, the hospital, which came at last to be knocked up by the waves. Trunks, money, and papers all have been lost.

Captains McLaughlin and Burke have recently passed through the Everglades. They entered apart at Key Biscayne and Indian Key, and came out to the North of Cape Romain. In their course they visited Che-ki-ka's island, discovered a lake with several islands in it, destroyed a field of corn of about forty acres, and saw five or six Indians.

WASHINGTON CITY.

THURSDAY....NOVEMBER 18, 1841.

NAVAL RANK.—There seems to be much ignorance prevailing among the editorial fraternity, respecting the several grades of rank in our navy, and the duties pertaining to each. The titles of *Commodore* and *Commander* are frequently confounded, and one improperly used for the other.

The title of *Commodore* is merely one of courtesy; it is unknown in our naval laws. The highest grade established by law is that of *Captain*. When a Captain is ordered to the command of a squadron, he is styled by courtesy 'Commodore;' and Judge THOMPSON, when Secretary of the Navy, ordered that a Captain should only be addressed as *Commodore* when actually in command of a squadron. When he relinquished that command, he was to be addressed by his original title of *Captain*. It has now, however, become customary to address Captains in command of navy yards, who have never had the command of a squadron, as 'Commodore.'

There is another very common, though erroneous practice in our service, of calling our Captains 'Post Captains,' and it is even recognized in the laws of Congress. The act, establishing the Board of Commissioners for the navy, says that it shall be composed of three *post* Captains. The term is also found in several other laws. It is derived from the British service, and means there that a *post* Captain is one that shall *take post* in order of battle, in a ship of the line.

Captains in our navy command squadrons, navy yards, ships of the line, and frigates; and in the three principal ports, Boston, New York, and Norfolk, the Receiving ships, for enlisted sailors and apprentices, are commanded by them.

Commanders are the next grade known in our service. They command sloops of war, rendezvous for the enlistment of seamen, and are attached to navy yards as second or executive officers. Sometimes they are attached to ships of the line, as executive officers, where they perform the duties usually allotted to the first lieutenant.

In two of the principal Baltimore papers we find the following paragraph:

"Commander G. N. HOLLINS, at present sojourning with his family and friends in this city, has been appointed to the command of the navy yard at Pensacola."

The fact is not exactly as here stated. Commander HOLLINS was ordered on the 28th October, (as appears in the Army and Navy Chronicle of the 4th instant,) to the navy yard at Pensacola, as *second* or *executive* officer. Commodore DALLAS is the *Commandant* of that yard. All our navy yards are commanded by *Captains*, and it is only during their temporary absence that the command devolves upon the next in rank—i. e. the *Commander*.

The next and lowest grade of commissioned officers, who exercise command, is that of *lieutenant*. These are attached to all cruising and receiving vessels, the

number varying according to the rate of the vessel; to navy yards, two or three to each; to rendezvous, two to each; and they also command schooners, and the receiving vessels at Philadelphia and Baltimore.

Surgeons, Assistant Surgeons, Purser, and Chaplains, are commissioned officers, but are non-combatants.

Passed Midshipmen, Midshipmen, Masters, Boat-swains, Gunners, Carpenters, and Sailmakers, are *warrant* officers. Professors of Mathematics and Teachers of Languages receive a letter of appointment merely.

All these matters go to prove the necessity for an organization of the navy, and the establishment by law of proper distinctions and an appropriate division of duties between the several grades.

PARKER'S SEMAPHORIC SIGNALS.—We have lately received a few copies of "Parker's new Semaphoric Signal Book," a very useful work which has been sanctioned by our Government for the use of its vessels of war and Revenue cutters.

Mr. Parker has been engaged for the last seventeen years, in conducting and erecting several telegraph stations upon our seaboard, and has furnished his marine telegraph flags to more than two thousand sail of American vessels throughout the United States.

In this second edition of his Semaphoric Signal Book, Mr. Parker has re-published, and engrafted with it, a copy of Marryatt's telegraph signal numbers, amounting to *twelve thousand sail* of vessels; and a *fac simile* of the flags adopted by the British and French Governments; at Lloyd's Coffee House, London; and used at the Liverpool and Holyhead stations, England.

We take pleasure in calling attention to Mr. Kinsley's circular in our paper of to-day.

The distinction he gained in the important post of Artillery Instruction, at the U. S. Military Academy, his high moral character, and tried ability as a teacher and advocate of good old-fashioned discipline, recommend him to all friends of thorough education; while the family character of his school will commend it to parents far and near, if his aim be accomplished of sustaining that character, by making the law and practice of well-understood kindness the foundation of discipline.

The military exercises in which the pupils are to be occasionally practised, as the circular imports, are to be applied only far enough to enforce the habit of order and subordination, and to aid in cultivating good health, and gentlemanly deportment.

Mr. Kinsley is a graduate of the West Point Academy and his school is admirably suited to prepare candidates for admission to that Institution. Many officers of the army recommend it in unmeasured terms, for this important purpose.

It is understood that the command of the home squadron has been tendered to Commodore STEWART. We shall be able to announce in our next whether he will accept or decline it.

The evidence in the case of Lieut. W. D. PORTER was closed on Saturday last, and his defence will be delivered on Monday next. The defence was to have been made this day, but he asked for further time to prepare it, and it was granted.

Capt. Charles Dimmock has been re-elected President of the Portsmouth and Roanoke Rail Road Company.

The editor is happy to inform his readers that he is convalescent, but has not entirely recovered from his late illness.

Subscribers who prefer the semi-weekly Chronicle are requested to give the earliest possible notice to the editor, free of postage. It will require some time to arrange the mail books.

A Post Office has been established at Pilatka, East Florida, and JAMES B. COLE appointed Postmaster.

If any of our subscribers in Florida do not receive their papers regularly, or if they wish the address changed, by giving notice through the Postmaster, or otherwise, their requests shall be immediately attended to.

It is probable that some of those, whose papers have been heretofore sent to Whitesville, may wish them sent for the future, to Pilatka, now that a Post Office is established at the latter place.

It seems to be due to Paymaster HERRING, that the following card, which we find in the New York American, should appear in our columns.

"We publish by request the annexed appeal to the Public.

"The President of the United States, having seen fit to dismiss me from the office of Paymaster of the Army, it is due to my friends, as well as to myself, to give a brief statement of the cause.

In July last, an order was issued by the Paymaster General, requesting me to pay over the public money in my hands, and to repair to Florida, for the purpose of paying the troops in that quarter. Considering the order to be oppressive and unjust, I went immediately to Washington, seeking to be relieved from its operation. The application was unsuccessful; but I was authorized to send a substitute. That permission was afterwards countermanded, and immediate compliance with the order of July, to repair to Florida, was insisted on. Ample proof of my inability to perform the service, on account of bodily infirmity, was submitted to the Department; but in vain. It was equally in vain, that the order was stated to be in violation of an agreement made with me, by which I was to be permanently stationed in this Pay District, and which was my inducement to accept the office. The order was not recalled, as in good faith it should have been; and my removal has taken place because I was physically unable to comply with an oppressive and unjust order. It is unnecessary, and would be considered uncharitable, to impute unworthy motive to the Paymaster General; but knowing that I have been dealt with harshly and wrongfully, my only alternative is to submit the whole matter to the decision of a Jury, and my only redress is by the retention of money, without which the establishment of an equitable claim would be shadowy and unavailing.

In conclusion, I beg to add the assurance, that whatever balance of money shall be found to be equitably due to the Government shall be faithfully paid.

ELBERT HERRING.

ARRIVALS AT WASHINGTON.

Nov. 11—Capt G W Hughes, Top Engr's	F Markoe's
12—Capt E Schriver, Adj Gen's Dept	Mrs Latimer's
15—Capt W G Williams, Top Engr's	Geo'town
Paymaster C H Smith, army	Mrs Brereton's
Major H Saunders, 1st Artillery	Geo'town
Col J G Totten, Engr's Corps	Gadsby's Row
Capt A Canfield, Top. Engr's	Mrs Ulrick's
Capt G D Ramsay, Ordnance	Maj Turnbull's
18—Col Geo Talcott, do	Mrs Latimer's
Major J W Ripley, do	Fuller's

LETTERS ADVERTISED.

WASHINGTON, Nov. 15, 1841.

ARMY.—Col. A. Cummings, 2, Col. R. B. Mason, Lt. N. B. Russell.

NAVY.—Lieut. W. H. Ball, Commo. John Downes, Comm'r. T. R. Gedney, P. Mid. B F. Hunter, [Lieut.] S. Johnston, Rev. W. McKenney, Lt. Com. L. M. Powell, 2, Lieut. J. W. Revere, 2.

PASSENGERS.

NEW YORK, Nov. 8, per steamer Great Western, from Bristol, Captains G. W. Hughes and A. Canfield, of the U. S. Top. Engr's., and Mrs. Canfield.

CHARLESTON, Nov. 9, per steampacket C. Vanderbilt, from Wilmington, Lieut. J. C. Fremont, U. S. Top. Engr's. Nov. 10, per steampacket Gov. Dudley, from Wilmington, Col. J. H. Vose, of the army. Nov. 12, per steamboat Charleston, from Pilatka, Capt. C. A. May, of the army.

SAVANNAH, Nov. 10, per steampacket Gen. Clinch, from Charleston, Lieut. C. Tompkins, of the army. Nov. 8, per steamer Newbern, from Pilatka, Major T. T. Fauntleroy, Lieuts. E. K. Kane, and McDonald, of the army.

ARMY.

OFFICIAL.

APPOINTMENT BY THE PRESIDENT.

CHARLES DAVIES, late Professor of Mathematics in the Military Academy at West Point, to be a Paymaster in the army, in the place of Major DONALD FRASER, resigned.

A material error having been committed in the following order, which appeared in our paper of the 4th inst., it is now reprinted in a correct form.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } Adjutant General's Office,
No. 67. } Washington, Oct. 30, 1841.

On the arrival within the 2nd Military Department, of the six companies of the 2nd regiment of Dragoons, ordered thither by General Orders No. 58, company G, 1st Dragoons, now at Fort Gibson, will be put in motion for Fort Leavenworth, the Head Quarters of its Regiment.

BY COMMAND OF MAJOR GENERAL SCOTT:
L. THOMAS, *Ass't. Adj't. Gen.*

NAVY.

NOV. ORDERS.

10—Mid. Thomas Young, rec ship, Norfolk.
11—Mid W B Browne, McK Beverly, rec ship, Norfolk.
Mid Paul Shirley, frigate United States.
12—Mid J H M Madison, sloop Warren.
13—P Mid J J Guthrie, sloop Warren, as act'g master.
Prof J T Huston, frigate Macedonian.
Mid M J Smith, do
Mid R F R Lewis, rec ship, Norfolk.
Mid W P Toler, do do

OFFICERS RELIEVED AND DETACHED.

10—Prof J McDuffie, from frigate Macedonian.
12—Mid R M Cuyler, from sloop Levant.
Lieut. J Humphreys, from brig Consort.
Comm'r F Varnum, from command brig Boxer.

Naval Intelligence.**U. S. VESSELS OF WAR REPORTED.**

MEDITERRANEAN SQUADRON.—Frigate Brandywine, Capt. D. Geisinger, sloops Preble, Comm'r. R. Voorhees, and Fairfield, Comm'r. J. Tattall, were to have sailed from Port Mahon, Oct 9, for Smyrna.

REVENUE CUTTERS.—Crawford, Capt. Currier, arrived at Charleston, Nov. 13, from a cruise. Officers: Capt. Caleb Currier; Lieuts. N. L. Coste, F. Martin, J. J. Morrison, B. Hedge.

Jackson, Lieut. Grover, from a cruise, and last from Galveston, at the S. W. Bar of the Mississippi, on the 6th of Nov.—left Galveston on the 31st Oct.

Correspondence of the *N. Y. Commercial Advertiser*.

KEY WEST, OCT. 22, 1841.—This coast has just been visited by one of the most severe storms known since the settlement of this island. * * * * *

The U. S. brig Jefferson, under the command of Lt. J. Rodgers, ran upon the reef near Indian Key, during the gale, and at the last accounts was still hard aground.

MARRIAGES.

At Norfolk, Va., on the 2nd inst., JAMES N. GOLDSBOROUGH, Esq., of Talbot county, Md. to Miss MARY E. daughter of Commodore EDMUND P. KENNEDY, of the U. S. navy.

In Norfolk on the 4th inst., Lieut. RICHARD L. PAGE, of the U. S. navy, to SARAH ALEXINA, daughter of the late RICHARD TAYLOR, Esq., of that place.

At Philadelphia, on the 25th ultimo, R. BUTLER PRICE, Esq., to Miss ELIZABETH R. daughter of the late CLEMENT S. HUNTER, Esq., of the U. S. navy.

At Trinity Church, London, on the 22d Oct. Captain AUGUSTUS CANFIELD, of the U. S. Topographical Engineers, to MARY SOPHIA, daughter of Lewis Cass, Minister of the U. S. at Paris.

In Philadelphia, on the 8th inst., Commander WILLIAM J. McCLUNEY, of the U. S. navy, to ELIZABETH S. daughter of the late MOORE WHARTON.

DEATHS.

In St. Augustine, on 30th ult. of dropsy, RICHARD WRIGHTMAN, Assistant Surgeon U. S. army. Dr. W. was for many years stationed in Florida, and by his gentlemanly deportment, won the esteem of all who new him.

On the 4th inst. at St. Francis Barracks, St. Augustine, JOHN BELL, 1st Sergeant Company 'G.' 3rd U. S. Artillery.

At the U. S. arsenal, Washington, on the 13th instant, in the 4th year of his age, JOHN, son of Captain JOHN SYMINGTON, of the U. S. army.

In Baltimore, on the 13th inst., Mrs. SARAH COULTER, relict of the late Dr. MIFFLIN COULTER, of the U. S. navy, and daughter of Capt. JOSEPH HOLBROOK, of Baltimore.

CLASSICAL & MATHEMATICAL SCHOOL,

—NEAR WEST POINT, N. Y.—

Z. J. D. KINSLEY, a graduate of the U. S. Military Academy, and for many years instructor of artillery in that institution, residing on his farm contiguous to West Point, will receive into his family and instruct a limited number of pupils, in the usual branches of a thorough English education; and, if desired, in so much of the classics as to prepare them to enter College.

The academic year will consist of two terms of five months each. the winter term will commence on the first of November, and will close on the 31st of March: the summer term on the 1st of May, and close on the 30th of September.

Pupils will be received at any time, and instruction will be continued during vacation for the benefit of such pupils as may wish to remain, at the same rate as during the term.

EXPENSES.—For board, tuition, lodgings, lights, washing and fuel, per term, for pupils under 12 years of age, - - - \$100
Over 12 years and under 17, - - - - - 125
Over 17 years, - - - - - 150
Payments to be made quarterly, in advance.

For any period less than two months, the charge will be \$30 per month.

Books, stationery, and clothing, can be furnished on reasonable terms, at the expense of the pupil.

The course of instruction will embrace the usual branches of an

English education; viz: reading, writing, grammar, composition, declamation, geography, history, and rhetoric; arithmetic, algebra, geometry, trigonometry, mensuration, and surveying; and for those who may desire it, a popular course of civil engineering, natural philosophy, navigation, and astronomy: also, moral philosophy, and the Constitution of the United States and that of the State of New York. In the French language, the usual exercises of the French grammar, and the reading and translation of *Telemaque*; and in Latin and Greek, the course required to enter the freshman class of Yale College.

On the Sabbath, besides attending Divine Service, a bible lesson will be required from each pupil. The object of the whole system of instruction will be "to train up a child in the way he should go," which can be effected only by a Christian education.

The Chaplain of the U. S. Military Academy is invited to supervise the course of moral and religious instruction.

Although it is not the design of the school, in any wise, to provide a military education, still, unless excused by parents or guardians, pupils will be taught so much of the elementary drill of the soldier as contributes to health, and to an easy and graceful carriage.

The regulations for the internal discipline and police of the school will be strict, and, at the same time, parental. No pupil of vicious habits will be permitted to remain in the school a single day; and, as a condition of admission, every pupil will be required to pledge himself to abstain entirely from the use of tobacco and all intoxicating drinks.

REFERENCES.

Col. S. THAYER, Boston,	Professor CHAS. DAVIES, Hartford, Conn.,
Rev. Dr. WAINWRIGHT, N. Y.	Rev. B. S. PEERS, New York,
Gen. DIX, Albany,	JAS. V. SCHOONHOVEN, Esq.,
Gen. RUFUS KING, Albany,	Troy.
President LINDSLEY, Nashville,	
Tenn.	

The undersigned have been personally acquainted with Mr KINSLEY for many years, and, having had a fair opportunity of ascertaining his qualifications as an instructor, do with confidence recommend him to parents and other guardians of youth as fully equal to the task he has undertaken.

D. H. MAHAN, Professor of Engineering,
WM. H. C. BARTLETT, Prof. of Nat. and Exp'l Philosophy,
A. E. CHURCH, Professor of Mathematics,
J. W. BAILEY, Prof. of Chemistry and Min. and Geology,
M. P. PARKS, Chaplain, and Prof. of Ethics.
Nov. 18—tf.

**INTRODUCTION TO J. R. PARKER'S
SEMAPHORIC TELEGRAPH SIGNAL BOOK.**

—SECOND EDITION.—

THE undersigned, having for the last eighteen years past, been engaged in promoting the establishment of a permanent system of Telegraphic communication for vessels at sea, and having induced the General Government of the United States of America to sanction his efforts, by furnishing the public vessels of war and the Revenue Cutters with his Semaphoric system of conversation, by the Marine Telegraph Flags, has succeeded in supplying above two thousand sail of American vessels with these simple and economical means of communicating by flags, the intelligence they have obtained, as well as the distresses which they are subject to at sea.

Among the many advantages that result from the adoption of the Marine Telegraph Flags to all parties interested in maritime pursuits, it may be observed, that merchants and ship owners can thus be made acquainted with the progress of their vessels and property; underwriters can have the satisfaction of receiving the same intelligence of the vessels they have insured, and the relatives of passengers and crews will have the pleasing information that their friends were well, long before it could be communicated in any manner.

The undersigned has been aware of the vast importance of effecting some arrangement that would embrace a universal system of conversation upon the ocean; he now has much satisfaction in announcing to the commercial interest of this country, that so desirable an object has been accomplished as far as is practicable under existing circumstances. The Governments of Great Britain and France have united in establishing Marryatt's Code of Signals for the use of the maritime commerce of their respective countries, and the same being adopted at Lloyd's Coffee House, London, and at the Liverpool and Holyhead Telegraph stations, the undersigned has just received, re-published and engrafted into his own Semaphoric Signal Book, Marryatt's Designating Telegraph numbers, all which, with above two thousand sail of American vessels as contained in his Marine Telegraph Register, embraces the names of twelve thousand sail of vessels, with their designating telegraph numbers, navigating the ocean at this period, and as contained in this second edition of his Semaphoric Signal and United States Telegraph Vocabulary herewith presented. The Semaphoric system for LAND OPERATIONS, and the marine Telegraph Flags for conversation at sea, will be found to be instrumental to the introduction of a universal language upon the ocean. These flags are all BLUE and WHITE, which is the best contrast that could be selected. Practical men will admit that this selection has a preference to various colors which by their complexity create confusion and mistakes. There are only six distinctions; and each flag has its appropriate numeral from ONE to SIX.

JOHN R. PARKER.

PROPOSALS FOR BUILDING A REVENUE CUTTER.

TREASURY DEPARTMENT,

20th Oct. 1841.

SEALED PROPOSALS will be received at this office, until the 6th December next, for building the hull and fitting the spars of a vessel, to be employed as a Revenue Cutter, of the burthen of about one hundred and fifty-one tons; to be completely caulked, payed with pitch, and delivered in the water.

The vessel to be built agreeably to a model and profile draft of spars, to be furnished upon entering into the contract, and of materials corresponding to the following dimensions and specifications, to wit:

Length, between perpendiculars, eighty-eight feet.

Breadth, moulded, twenty-two feet.

Hold, eight feet, six inches.

Dead rise, twenty-four inches to half floor.

Keel, of live oak or locust, to be sided ten inches.

Dead wood, forward and aft, of live oak or locust, to be sided ten inches, to be bolted with copper, three-quarters of an inch in diameter.

Stern-post Knee, of live oak, to be bolted with copper seven-eighths of an inch in diameter, two in the body, and two in the arm, and rivetted under the keel, and aft side of the stern post.

Inner Stern-post, of live oak or locust, to be sided ten inches.

Apron, of live oak or locust, to be sided, one foot, three inches.

Fore deadwood and apron bolts, to be of copper, seven-eighths of an inch in diameter, one foot above deep ballast mark.

Floor timbers, of live oak; futtocks and top timbers, of locust or red cedar, sided six inches, moulded at floor heads eight inches, at the plank sheer five and half inches; to be completely framed, the frame bolts to be three-quarters of an inch in diameter; every other floor timber to be bolted with one copper bolt, in diameter seven eighths of an inch; the alternate floor timbers to be bolted, after the keelson is fitted with copper bolts, of the same diameter, and rivetted under the keel.

Keelson, of white oak, to be sided ten inches.

Main Transom, of live oak, or locust, to be bolted with two iron bolts, in diameter seven-eighths of an inch; the remaining transoms to side seven inches, and to be bolted with copper seven-eighths of an inch in diameter.

Knight Heads and Hause pieces, of live oak or locust, to be sided nine inches.

Outside plank. The wales, four in number, to be in thickness three and a half inches, about seven inches wide, fairly and gradually diminishing to thickness of the bottom plank, two and a half inches, of white oak, each streak of the wales to be fastened to one frame comprising two timbers, with three iron spikes, and one iron bolt of five-eighths of an inch in diameter, driven through and rivetted on the inside; and from thence to the keel, the bottom planks will be fastened to the frames, with six inch composition spikes, and five-eighths copper bolts in the same manner. There will not be any treenails. Butt, and Hood end bolts, to be three-quarters of an inch in diameter, of copper. The wales are to be plugged.

Plank-sheer, of yellow pine, three and a half inches in thickness. The stanchions, to be of locust, to be placed to form seven ports on each side, with one between each port, and three abreast of the masts, on each side, to support the channels, and two on each side between the forward port and the bows. The Bulwarks, from the stem to the stanchion of the forward port, to be of white oak, one and a half inches thick, thence to the stern of yellow pine, from one and a half to two inches in thickness, in narrow streaks. There are to be two stern ports; all the ports to have shutters.

The Rails, to be of oak, or yellow pine.

Breast-Hooks, of live oak, two below the deck hook, fastened with copper bolts, three-quarters of an inch in diameter. Clamps, of white oak or yellow pine, in thickness at the upper edge three inches, lower edge two and a half inches, extending from stem to stern.

Beams, of yellow pine, to be sided nine inches, and moulded seven and a half inches; rounded two and a half inches; to be kneed at each end, with one lodge, and one lap knee; to be sided five inches, excepting the mast beams, which are to have a dagger knee, in lieu of the lap knee, to be bolted with iron, in diameter three-quarters of an inch.

The Grub Knees of the half poop, to be bolted with iron three-quarters of an inch in diameter, and the bulk heads secured from deck to deck, with iron bolts, seven-eighths of an inch in diameter. Deck plank, of yellow pine, three inches in thickness, not to exceed five inches wide amidships, to be fastened with iron spikes and plugged.

The Bowsprit, to be of yellow pine, the masts of yellow pine; other smaller spars of spruce, of the dimensions noted on the draft. The mast partners of live oak and kneed.

The Cat-heads, and stern davits, of oak.

Salt Steps to be placed, where required.

Cross-steps of white oak, bolted with iron, one inch in diameter, and properly secured on the keelson.

The Ceiling plank, white oak to the floor heads, thence to the clamps of yellow pine, two inches in thickness, fastened with iron.

Berth Deck of ash or yellow pine, two inches in thickness, orlop, or fixed with hatches, raised about fourteen inches above the running deck, extended from the fore to the mainmast. Cabin deck, yellow pine, one and three-quarters of an inch in thickness.

The arrangement of the decks and half poop (twenty four feet

in length, and sixteen inches high, from the main deck) as may be directed, with bitts, scuttles, hatchways, skylights, cavils, cleats, &c. completed.

The Shoe, ten inches in thickness amidships, tapering to the stem and stern post, of oak, fastened with copper bolts, three-quarters of an inch in diameter, and with suitable composition spikes.

The materials used in the construction to be approved by such officer of the Revenue service as the Secretary of the Treasury may appoint.

The vessel to be completed within ninety days from the date of the contract, and the workmanship to be inspected previous to delivery, by two competent judges, one to be chosen by each of the parties to the contract, who, in the event of their disagreement, are to choose a third, who are to determine, whether the work has been executed in all respects conformably to the proposal and agreement.

The Proposals to be endorsed "Proposals for building Revenue Cutter."

W. FORWARD,
Secretary of the Treasury.

The New York Journal of Commerce, New York Tribune, Philadelphia Inquirer, Baltimore American, Baltimore Patriot, National Intelligencer, and Madisonian, will insert the above notice twice a week until the 6th Dec. and present their accounts to the Collector of the Customs where published, for payment.
Oct. 21—td

OWEN, EVANS, & Co. Military and Naval Merchant Tailors, beg leave to offer to the officers of the army and navy a new supply of English Goods, consisting of

Rich gold Epaulettes, army and navy,

" " do Topographical Engineers.

" " do Medical Staff.

" " Sets of Embroidery do

" " do Topographical Engineers.

" " Aiguillettes

" " Trouser lace, Topographical Engineers.

" Blk. Mohair do Medical Staff.

They keep constantly on hand, for the different Corps of the army, and for the Navy,

Swords, Belts, and Knots,

Undress Caps, with distinctive badges.

Laces, Grenades, Bugles, Anchors, Stars, &c.

And are ready at all times to furnish officers with full equipments at the shortest notice, and in their usual style of finish.

Stores—One door East of Fuller's Hotel, and one door East of Crown's Hotel, Pennsylvania Avenue.
Oct. 14—tf

COLT'S PATENT REPEATING FIRE ARMS

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.

No 155 Broadway, New York City.

At retail, at the following prices, according to style and finish, viz; Rifles, with Equipments complete, and 2 Receivers 8 charges each, \$50 to 150.

Shot-guns and Carbines, with Equipments complete, 6 charges each, \$40 to 100.

Boarding and Holster Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$30 to 75.

Belt Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$20 to 50.

Pocket Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$18 to 40.

If a quantity of arms is wanted, in amount above \$500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days.
Sept. 3—ly.

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps.
May 2—tf

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to **JOHN S. FRASER**; therefore all letters hereafter will be addressed to
JOHN S. FRASER,
March 5—tf 168 Pearl street, New York.

TERMS OF THE CHRONICLE.

ONE Copy \$3 a year.—Two Copies one year, or one Copy two years, \$5.—Five Copies to one address, \$10.